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The field was lighted at might and illuminating gas light signals were fired. It was conspicuous that the aircraft of the civilian Russian airlines were fitted with nose wheels. The wilitary single-engine planes, which flew slowly and individually in the vicinity of the field, apparently were trainers. They were not used for aerobatics, stunt flights, formation flights or firing practices. The military twin-engine planes differed from the civilian aircraft by a darker coat of paint and the white-red chequered national emblem. It appeared that flight training was conducted with this type plane. Individual flights were made in the larger vicinity of the field. The biplanes which flew near the field were apparently also used for pilot training. No aerobatics or night flights were observed. Occasionally, three biplanes flew in formation in the vicinity of the field and one glider was towed by a biplane to an altitude of about 300 meters. While the biplanes landed in Okecie, the gliders climbed, practiced stunt flying and, subsequently, made spot landings at the field.

3. <u>Lublin-Swidnik (S 52/R 08/09) Airfield.</u> The Lublin-Swidnik airfield, about 8 km east of Lublin, was allegedly improved after the war. Poles, who had allegedly committed sabotage during improvement work at the field, were repeatedly brought to the Lublin prison in 1949 and 1950.

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4. Lublin-Bronowice (S 52/R 18) Airfield. In 1950,

Lublin-Bronowice airfield on the southeastern edge of the town

only Polish biplanes were stationed there. From about 1950

to February 1952, individual flights were made by biplanes over the field.
Occasionally, a biplane towed a glider which was released after some time.

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- Between the fall of 1949 and the fall of 1951, it was regularly observed that there was intensive air activity by twin-engine planes flying individually and in formation over Lublin. Air activity with this type plane was considerably reduced between the fall of 1951 and February 1952. The single-engine aircraft were very speedy fighters, similar to the German Me-109. The Poles in the Lublin prison said that these planes were Me-109s. Only individual twin-engine transports were observed during the entire period of observation. No jet fighters or four-engine planes were observed. Occasionally, night flying was practiced in the Lublin area. No firing practices were observed. Most of the planes bere the Polish national emblem
- 1. Comment. The observations of air activity made between February and May 1952 agree with reports dating further back. The jet planes observed definitely are MG-15s from Bornerows airfield where a Polish Air Force training unit is retrained with MG-15s. The Polish national emblem on these MG-15s was mentioned in Frevious reports.

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Conner agrees with	nt. The information on the air activity at Okecie air reports received previously. The airfield is used b	rfield 25X
is believed	nes of the Polish LOT Airlines and the Soviet Airlin that a Polish air transport regiment and a Polish f stationed there. Gliding was probably performed by	es. It
Losnicza, a	Polish aviation association.	the liga
Commen	nt. This is the first postwar report on Lublin-Swidn	ik airfield.
port, it is	nt. The last report on Lublin-Bronowice airfield dat 149 According to the pres- believed that the airfield is occupied by a Folish by gliders of the Liga Lotnicza.	ont vo-
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